

## STREET CAR COMPANIES IN NEW DEAL

Whenever the street car companies want something from the city council or the mayor they make a promise. Then they break the promise and leave the city holding the bag.

How the people are buncoed out of good street car service by this sort of trickery was brought out again before the council local transportation committee yesterday.

Leonard Busby, head of the Chicago Surface Lines, president of the Chicago City Rys., told the aldermen:

"The city council order for extensions for the year 1914 is a dead letter. I must so regard it and I can not follow out its provisions."

Nothing rotten about this until you understand—

That a solemn, written pledge was made by the three big main street car companies in 1907 ordinances. The promise was then and there written down that 23 miles of extensions would be built each year by the companies. There were no exceptions to the promise and no conditions. It was recognized that as Chicago is growing it needs more than 23 miles of new tracks a year.

Yes, it is true Busby gave the committee yesterday a promise that 25 miles of extensions will be built this year. But before Busby agreed to this, he stated it clearly as an understood condition that the companies shall not obey the council order of last year for 23 miles of extension.

The Chicago Surface Lines, of which Busby is the managing head, are owned by financial interests of which Morgan and Rockefeller banks are the heaviest holders. The local men who watch the game for these interests are Samuel Insull, Henry Blair, Harrison B. Riley and John J. Mitchell, sitting on all boards of directors of Chicago car companies. They act for the big eastern bankers

and financiers who say how much money shall be spent in Chicago for better car service and how much shall be passed along in dividends to the stockholders.

Ald. Eugene Block, former chairman transportation committee and taken off that committee because of the way he fought the companies, commented:

"Why did the companies fail to obey the order of 1914 to build 23 miles of extension? It was not for lack of funds. Both the Chicago Rys. Co. and the Chicago City Rys. Co. paid large dividends last year.

"The unemployment problem was more serious than at any time in years. Yet the dividends earned by the car companies were as fat and comfortable as usual. If the companies have civic pride and community spirit, as they so frequently boast, why did they not build extensions and give jobs to the unemployed? They were pledged by the 1907 ordinance to do so.

"Mr. Busby's declaration yesterday that the 1914 council order for extensions is a dead letter practically means that the 1907 ordinances are a dead letter so far as the companies are concerned."

Henry Blair, president Chicago Rys. Co., called on Mayor Thompson yesterday. Sam Insull is to call in a few days. The mayor says before he starts any strong action with the big traction men he wants to talk it over with them in a get-together-for-Chicago spirit. The mayor is getting all kinds of promises of co-operation.

## EMMA GOLDMAN LECTURES

Emma Goldman, anarchist lecturer and author, will wind up her week of lectures at the Fine Arts theater with the following subjects:

May 15, 8:15 p. m., "The Intermediate Sex." A study of homosexuality.

May 16, 8:15 p. m., "The Limitation of Offspring." A discussion of how and why small families are desirable.